EUROPEAN RESORTS.

David Bruce-Brown and H. Walter Webb Make Fastest Trials in Benz and Panhard Racers—Aitken in National Does Best Work of American Cars-Gossip.

The spectators who journeyed out to the Fort George hill yesterday afternoon ex-pending to have an opportunity of watching Mrs. Cuneo drive the big Knox Giant up the grade in a special trial against time were disappointed, as the officials refused to permit her to make the ascent under regular conditions. Mrs. Cunco was very much displeased, especially as she had been led to expect there would be no objection to her making an officially timed trial and she had been featured on the printed protrainme as follows:

SPECIAL EXHIBITION EVENT. Mrs. J. N. Cuneo Driving the Knox Giant Against Time.

The officials told Mrs. Cuneo they had no alternative but to refuse to allow her to be timed by the electrical timing apparatus, American Automobile Association prohibit women from competing in events sanctioned by the board. It was reported last might that Mrs. Cuneo would apply for an injunction to prevent the straightaway time trials from being held on Hillside average, Jamaica, this afternoon unless the officials agreed to permit her to drive her car and be timed the same as the men contestants.

car and be timed the same as the men contestants.

The fastest time up the hill was made by the big Benz racer that Hemery drove in the Automobile Club of America's Grand Prize race at Savannah last fall, David Bruce-Brown piloting the German car up the hill in 28 4-5 seconds. H. Waiter Webb, the young society man who owns one of the 120 sorse-power Panhard racers that competed in the French Grand Prix race last year was the second fastest driver, being timed in the French Grand Prix race last year was the seconds. A six cylinder National, driven by Aitken, made the third fastest trial in 83 3-5 seconds. This was the best time made by an American car in any of the events, all three of these trials being made in the free for all event. Dennison in a Knox was fourth in this event in 33 4-5 seconds.

Ross, 10 horse-power Maxwell, won Class Reconds.

Ross, 10 horse-power Maxwell, won Class as econd in another Maxwell. H. J. Koehler, 30 horse-power E.M.F. won in Class B. from \$551 to \$1,250, in \$52-5 seconds. Jones, Buick, was second and Finch, Buick, was third, Robert Burman, 30 horse-power Buick, won in Class C. from \$1,251 to \$2,000, in 40 2-5 seconds. Bauer and Dennison, both driving 40 horse-power Oaklands, were second and third. Arthur Warren was fourth in a Buick.

William Knipper, 40 horse-power Chalmers-Detroit, won in Class D, from \$2,001 to \$3,000, in 40 4-5 seconds. Bourque, Knox, was second. George Robertson, 90 horse-power Palmer and Singer, was fourth. Prank Lescault, 60 horse-power Palmer and Binger, won in Class E, from \$3,001 to \$4,000, in 41 2-5 seconds, and Aitken, National, was second. George Robertson, 90 horse-power Salonal, was fourth. Aitken, 60 horse-power National, won in Class E, for four cylinder pascend. George Robertson, 90 horse-power Salonal, was fourth. Aitken, 60 horse-power National, won in Class G, for six cylinder cars selling for more than \$4,000, in 34 4-5 seconds. Burke, Stearns, was second, and Patachke, Acme, was third. H. E. Wagner, Babcoek, won in the class for electrics

minute 24 4-5 seconds.

Of the sixty-nine cars that left Philadelphia at one minute intervals Saturday noon on the roadability run of the Quaker City Motor Club to Atlantic City sixty-five checked in at Atlantic City before sunset. A Rambler owned and driven by Ira Brown was the winner of the contest, finishing the day's journey within twenty-three seconds of the time allowed for the run by Mayor Reyburn. R. Selver's Pennsylvania was second, being penalized 1 minute 43 seconds, while E. C. Benson's Apperson, with a penalty of 2 minutes 17 seconds, was third. The time set by Mayor Reyburn for the sixty-eight mile trip was 3 hours 46 minutes 30 seconds. The run proved to be a very interesting one, as gasolene touring cars competed in the same class with steam, electric machines and commercial vehicles. With two exceptions they all finished; the batteries on one electric ran dry, while a defective clutch put one of the trucks out of the running. The contest committee of the club made the run a unique one from the fact that the entrant of each car that finished and was checked up received an appropriare prize. These prizes were presented Saturday night by the Mayors of Philadelphia and Atlantic City.

The Worcester Automobile Club is determined to have a hill climb this year and for that purpose a committee was appointed by President John P. Coughlin to secure options on several hills in the vicinty of Worcester. When the club found that it would be unable to secure Dead Horse Hill for a climb because of the exorbitant price asked for its use by property owners the club at once commenced work toward securing a hill of its own.

menced work toward securing a hill of its own.

The club proposes to buy a suitable hill and to build a roadway over it which will be for the exclusive use of automobilists. Not only will the club then have a place adtable for its many climbs but it will turn it into a source of revenue for the club. President Coughlin, who is one of the foremost promoters of the hill ownership idea, declares that there is no hill in New England where a dealer, manufacturer or enthusiastic owner can properly try out his car without violating the law and running chances of arrest. He believes that Boston, Providence, Springfield and dealers in other cities would soon come to use the hill in trying out machines and that it would net a tidy revenue to the Worcester erganization.

Automobiles are taking an active part in the election of the board of village trustees of South Orange to-day. Two hundred automobiles have been pressed into service by the Citizens party to be utilized to carry voters to the polls. Not a man will be allowed to depart for his place of business until he has cast a ballot. The Citizens party, have exhausted the supply of machines in the vicinity of South Orange and believe that they have an advantage over their rivals, the Peoples party men.

AUTOMOBILE NOTES.

P. L. Sheppard, general superintendent of the Pennsylvania Railroad, has purchased from . M. Quinby & Co. a six cylinder Isotta-Fraschini, with a Quinby landaulet body. Mr. Sheppard has owned a number of different cars and is said to be as well posted on automobile construction as he is on railroad operation.

w. W. Burke of the local Mora branch is making a special effort to have as many Mora cars represented in this year's carnival parade as possible. With this object in view he has extended a cordial invitation to all Mora owners within driving distance of the city to participate in the big show of Saturday, May 1. There is no entry fee whatever. In last year's affair, it will be remembered, the Mora was the car of honor, the queen riding in one of this make with her royal escort. The parade starts at 2:30 and as participants must have regular entrance cards it will be wise to secure these in advance from Mr. Burke or the carnival headquarters at Columbus Circle. There are \$2:000 to be awarded to the successful contestants in the decorative division which are well worth trying for. The Mora lends itself aptly to this, as was shown on the tastefully decorated machine which Mrs. Cunco, the queen, drove last year.

For the man who desires to own or limit his purchase to one car, the four cylinder type is preferable, according to Gen. John T. Cutting of the Oldsmobile Company of New York. There is no disputing the fact that for smoothness of running and for greater power development at low speed the six excels, yet the difference in this respect is not so overwhelming to the layman, for the four cylinder type of standard make has been improved to a point that it is practically perfect.

One of the first events to be held on the two and half mile speedway now building at Indianapolis will be an attempt to cover 1,000 miles a day for ten days by a National car. W. C. Poertner has received a letter from the factory outlining the plans for this severe test. Nearly five years the plans for this severe test. Nearly five years used a National car established a world's twenty four record on the mile dirt track at Indianapolis of 1,994 miles which stood until the construction of the Brooklands course in England made it mostible for Edge to hang up the present world's swenty-four hour record.

The model "O" 20 horse-power White Steamer won two important speed contests in the South less week. The White made the fastest time in the hill climb held at Memphis. Tenn., by the Attionnobile Dealers Association of that city. Hob Lambert, who won the recent hill climb Association of the contest of the track meet held at Columbia, S. C., a White, afterno by H. L. Stapka, won the ten mile free for all and incidentally made the fastest time of the day.

The Goodyear air hottle for inflated tires har some to be used in many ways for which it was never intended. Among the uses far from the fir bottle's original purpose the following are tentioged by the Goodyear Company. In dentist times and barber shops, as alarms, such as tooting beens, for self-starting devices, demonstrations, hospitals, ec.

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Majestic May 5, 9:30 A.M.: June 9, July 7
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